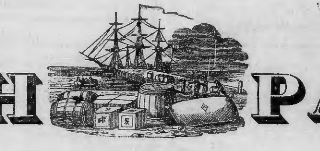
BRITISH PACKET



AND

ARGENTINE NEWS.

(No. 1200.) BUENOS AYRES, SATURDAY, AUGUST 25, 1849. [*Established in* **1826.**]

BUENOS AYRES.

By the late arrivals from Liverpool we are put in possession of London dates to the 15th of June. On the 12th the bill for the repeal of the Navigation Laws finally passed the Lords, with some trifling amendments, which were at once agreed to by the Commons. In the latter branch of the Legislature the third reading of the Parliamentary Oaths bill, admitting Jews to a share in the Legislature, was also carried by a majority of 66. Mr. Smith O'Brien and his fellow-convicts had refused to consent to the commutation of their sentence, and as there was a doubt as to the power of H. M., in the exercise of her prerogative of mercy, to commute the punishment for high treason in Ireland as well as in England, a bill had been introduced by government for the purpose of removing such a doubt, and enabling the Crown to transport the convicts for life instead of hanging and quartering them. The trial of Wm. Hamilton, for shooting at the Queen, had taken place. The prisoner pleaded guilty, and was sentenced to seven years' transportation.

The French Legislative Assembly had come to the determination of supporting the policy of Government with regard to Rome. In consequence, General Oudinot had commenced offensive operations, and at the date of the last intelligence was bombarding that city, which the Triumvirate seemed disposed to defend with the greatest obstinacy.

The above decision of the French Assembly had greatly incensed the Red Republicans, who, having been foiled in an attempt to impeach the Ministry, publicly declared in the tribune that it was necessary to have recourse to arms in order to save the Republic. In effect, on the 13th, a vast assemblage of people, some 20,000, with M. Etienne Arago and several members of the Mountain at their head, had collected together for the avowed purpose of proceeding to the Assembly with the object of presenting a petition in opposition to the war against Rome. The government, however, who had received intimation of their real intentions, had adopted the necessary measures to preserve order. The military charged the crowd, who fled precipitately, leaving unfinished the barricades which were in process of erection. Meanwhile, the Assembly declared itself *en permanence*, and proclaimed Paris and its vicinity in a state of siege.

In the midst of these scenes of political violence, the capital of France was suffering most severely from the effects of cholera, the number of deaths from the pestilence having on the 8th amounted to 623, and on the 9th to 612. Marshal Bugeaud was among the victims.

The fugitive remains of the late Frankfort Parliament, assembled at Stuttgard on the 6th of June, and after passing some very violent resolutions against the Constitution of the German Empire, as published by the governments of Prussia, Hanover, and Saxony, agreed to nominate an Executive Council of eight persons, under the title of Regency, to administer the affairs of the Empire, and to enforce the Frankfort Constitution.

In regard to the general aspect of affairs on the continent, we copy the following from J. H. Schroder & Co's. Liverpool Market Review of the 15th June—

Politics are becoming daily more unsatisfactory. The hopes that moderate principles would have prevailed, and that a certain degree of tranquility would have been restored, are disappointed, and the extremes of the political parties which divide Europe appear on the eve of a determined conflict, which will decide the existence of the one or the other. Such is now the political combination all over the Continent, that if either party should gain, on any point, signal advantages, the effect would quickly be felt throughout all the disturbed districts, however distant. The termination of the Danish war is now out of calculation, the blockade of the German ports is enforced with increased rigor.

Business had become more animated in the full expectation of a renewal and extension of our commercial relations with the Continent, but it is fast relapsing into dulness in all these branches, and such is the uncertainty and timidity felt by commercial men that they avoid all extended operations and engagements. The money market is well supplied and at low rates, but the numerous applications for loans either on account of foreign states, or for private undertakings, find no willing respondents.

UNITED STATES.

New York, May 21.

Considerable alarm, far more than is justifiable under the circumstances, is felt throughout the city in regard to the cholera. Some of our physicians are of the opinion that the disease has not yet assumed the form of cholera proper; others, whose opinion is quite as reliable, decide that it is cholera, but of a mild type, and that so far, most of the victims to it, have been persons vitiated by intemperance, filthiness and complicated diseases, and would have died even without the cholera morbus.

The prompt measures taken by the authorities to cleanse the filthy dens at the Five Points, will probably arrest the epidemic, whatever it is. Temporal hospitals have been arranged to which patients are conveyed on the first symptoms, and the infected district is being thoroughly purged with lime and other disinfectants. We are strong in the hope that these early efficient steps will speedily remove all signs of the cholera. We repeat our advice, let those who are in health be temperate in diet and general habits; avoid excitements and bathe often. These simple precautions are the best guard against any and all diseases.

The Past two weeks have furnished more fearful tragedy and casualty, in different parts of the country, than we remember ever to have known in a similar space of time. The terrible Crevasse at New Orleans, threatening the destruction of that city; the Astor Place riot, resulting in the death of more than twenty persons; the disaster on board the steamer Empire, with a loss of between twenty and thirty lives; the appearance of the cholera in our city; the burning of a large portion of Watertown; the fire at Milwaukie; the terrible conflagration at St Louis, burning over three hundred buildings and twenty steamers, and destroying about twenty lives, with some dozen or twenty murders and suicides, form a tableau of disaster and death seldom recorded within two weeks.

Add to these the Canada riots, and the picture challenges comparison. It is hard to say which will prove in the end the most fearful of the features of this picture. The loss of life at the Opera House, at St. Louis, and on board the Empire was about equal, but should the Crevasse continue at New Orleans the destruction of life and property promises to swallow up all the other events as minor occurrences. It would seem as though Providence was pouring a special vial of wrath upon the earth, either as a punishment or a warning. Applied either way, the moral may not be without its good.

Baltimore, May, 10th—10 p.m.

The Southern mail has arrived with dates from New Orleans to the 12th inst.

The great crevasse above the city was still unchecked. The water was flowing out rapidly, and thousands of acres of land were covered. The crevasse was widening and the water was gradually rising.

The Picayune entertains the worst apprehensions and thinks the most serious calamities may be realized. Thousands of workmen have been employed to close the Crevasse, but have not been able to make any successful headway.

The water in the swamps, and in the Second Municipality is gradually rising. People are daily moving out and abandoning their dwellings. Some were taking refuge in the second and third stories of their houses, using boats to get out and in. As before stated, White and Benton streets, with portions of Hercules, and Dryades Market House, in the latter street, were entirely surrounded by the flood and were only accessible by boats and horses, producing great distress among the inhabitants.

The north bank of the new canal was overflown and the people of the 7th Ward and second municipality were preparing to escape from their abodes.

A considerable portion of the shell road near the Half Way House, was submerged, and the water covering the street at the New Basin warehouse, near to the head of the Basin.

About 300 houses were surrounded by water.

At last accounts some workmen employed at the Crevasse were dying with cholera.

The late Steamboat Disaster.

From the "Troy Budget, Extra."

About ten o'clock last evening, the steamer Empire was run foul of by the schooner Noah Brown, in Newburg bay, nearly opposite Newburg, staving a hole in her, forward of the wheels. She commenced sinking rapidly, and in a few minutes the water reached the state room deck. Fortunately, as the water reached this deck, the freight between this and the main deck buoyed her up so that she sunk gradually, until the Rip Van Winkle came alongside and took off those who were so fortunate as to reach the upper deck.

The scene was a terrible one to those on board, and to those who were so fortunate as to get on board the schooner, which was a small proportion to the number on board. For some fifteen minutes before the arrival of the Rip Van Winkle, it was expected that the Empire must go down with two-thirds of her passengers on board; but just at this critical moment, probably from the cause mentioned above, her sinking was less rapid, and the water did not attain to the depth of over three or four feet in the state room hall, until towed ashore by the Rip Van Winkle.

About this time the steamer from Hudson, bound down the river, came alongside, and took those passengers who wished to return to New York. The Rip also left quite a number at Newburg. The officers and men of this boat deserve great praise for their efforts to render all the aid in their power; and their kindness to sufferers can never be forgotten.

Our friends who were on board assure us that no less than 5 or 6 must have been lost—and perhaps 20 to 30. One lady and a colored man belonging to the boat are known to have been drowned.

From the "Albany Atlas."

Capt. Schuyler landed sixty of the Empire's passengers at Newburg, and brought the same number to this city, with but little wearing apparel on. A large number were taken off the vessel. Mr. Burden, of Troy, was picked up floating on a dry goods box, minus his hat.

Many appalling scenes were depicted to us by those who assisted in rescuing the passengers from this ill-fated boat. In the ladies' cabin, a female cry was heard soon after the Rip came alongside; the top covering was torn off, but before this was done it had ceased. Another passenger states that a woman, while in a frantic state of mind threw her infant child overboard, and was afterwards taken on board the Rip, where she became rational for a moment, but realizing the loss of her child, she fainted; but afterwards recovered, and was landed at Newburg in almost a frantic state.

From the "Albany Knickerbocker."

A young lady, in making her escape from the cabin, wading through the water up to her waist, discovered an infant floating on a mattress. She dropped her carpet bag, rescued the little innocent, and restored it to its mother's arms.

A poor Scotchman, who arrived in this country a day or two since, with his uncle and aunt and four children, two of them orphans, took passage on the Empire on Thursday night, intending to go to Canandaigua, came up in the Rip Van Winkle yesterday morning. His aunt and the two orphan children were drowned. He was penniless. The Scotch society took care of him. The two children belonging to the drowned woman were provided for by Mrs. Peter Smith. Their father remained with the wreck, to recover the body of his wife.

Mint for California.—What Congress failed to do for California, private enterprise has taken in hand. A party has just gone from Northampton, Mass., taking with them a mint, or rather all the implements necessary for coining gold and silver, and a competent assayer. Their object is to establish a private mint, purchase gold at a fair price, and coin it for circulation. They will be able to coin $10,000 per day, and their enterprise is said to have the sanction of government. What a commentary is this upon the enterprise of our Government.

California Adventurers are returning in large numbers to St. Louis, being satisfied from their experience on the frontier, that home and its associations are greater prizes than Californian gold. Whole companies have been disorganized at St. Joseph, and broken up, in consequence of feuds and personal altercations. This kind of "association" is not congenial to the Western pioneers.

A large sheet, or circular, has been sent to us by mail, from Montpelier, Vermont, entitled "Important new source of government wealth and national prosperity." It is a new plan for a *Railroad to the Pacific*, with an exposition of the ways and means by which its construction may be secured within five years as a government work. More than this, the prospectus offers a scheme by which the building of the road may be made to secure immediate, permanent and effectual relief in the money market, and promote the rapid diffusion of wealth among all classes.

To accomplish these very desirable objects, it is proposed to issue government stock bearing four per cent. interest, to pay for building the National Road, this stock to be made the basis of Banking capital by a law of Congress, authorizing the establishment of a Bank or Banks for this purpose, and making these banks the depositories of the public money throughout the Union. A modification of the tariff seems to be expected, but the views of the parties upon this point are not stated.

The amount of government stock is estimated at one hundred millions, which would imply an increase of Banking Capital to the same extent, and a proportionate increase of the precious metals, to form the basis of the proposed currency. This increase of the precious metals, the circular argues, will be obtained from California, and from all parts of the world, by the new channels of trade which the construction of the National Road will open, that road being the highway between Europe and the Atlantic ports of America on the one hand, and India, China, and Japan on the other.—Such is the project of "the American Free Banking Association of Montpelier, Vermont." It is said to have received the endorsement of many distinguished statesmen. We shall have abundant time to examine the merits and demerits of the scheme before the meeting of Congress.

The Crisis in Canada.—Very many misapprehend the nature of the agitation at present going on in Canada. The party committing the late excesses in Montreal, are not liberals, as some of our readers and correspondents suppose. They are radicals, but radicals only in favor of the British Government. Of all the mob who burned down the Parliament House, not one but would stand by and fight for John Bull to the last. They are real blood and bone tories, and in venting their rage upon the ministry which signed the Indemnity bill, they, like other blind mobs, did not perceive that they were destroying their own property.

The present government or Legislature of Canada is liberal by a large majority, and the tories comprising this mobocrat class, are throughout the Upper and Lower province in a minority as one to three. But they seem to grow fierce in proportion as their numbers decline. The Indemnity bill we regard as a just one, and though it may seem hard that the Canadas should be taxed to pay the losses of a class chiefly connected with the rebellion of 1837, it must be remembered that a similar bill was passed as a precedent, indemnifying the tories who suffered by the same rebellion.

It is not probable that this domestic quarrel will have an immediate effect towards annexation, but it will widen the breach between the liberals and tories, and thus pave the way for great changes. The burning of the Parliament House, a noble and venerable building, is to be deeply regretted. Its Library, which was all destroyed, was perhaps the finest on this continent. Many of its books and MSS. were invaluable, and can never be restored. On the breaking up of the Monastic Establishments in Canada, most of their literary treasures passed to this Library. All Europe had contributed to it, and now, all that is left is cinders and ashes. How true it is, that all mobs are iconoclastic. In their blind fury they smite statues, and paintings, and books—innocent art and sacred knowledge find no mercy at their hands.—(*Sun.*)

Important from St. Domingo.

We have received intelligence from St. Domingo to the 27th ult. by the arrival of the schooner Forest, Capt. Purkis, from Port-au-Platt. A great reverse had taken place in the position of affairs in the Island. President Soulouque with his army had been encamped within a few miles of St. Domingo City, using water from a stream whose source was near the city. This had been poisoned by the Dominicians, and occasioned much sickness and a great many deaths in the Haytien army. At this time the Dominicians attacked them, on the 16th April, killing great numbers and taking many prisoners, and nearly capturing Soulouque himself. His army was entirely put to rout.

On the 21st of April the town of Azua was recaptured, and General Santa mar hed across the lines which divide the two provinces, expressing his determination to be the aggressor and to kill every prisoner he took.

Later from St. Domingo.—We learn from Capt. Creighton, of the schooner S. & J. J. Williams, arrived yesterday from the city of St. Domingo, which port he left on the 1st inst., that there had been three successful battles fought by the Dominicans; the Haytien army had been beaten and dispersed both in the North and the South. At one time the Haytiens were within 30 miles of the city: a desperate battle ensued, in which a large number were killed on both sides; no prisoners were spared. The Haytiens in their retreat had burnt Agua, and destroyed a large amount of property. Captain Warren, of H. M. S. Fincomaler, had offered the American Consul any assistance he might require to protect American citizens or property. A French steamer of war was also present during the trouble. Most of the merchants had shipped their goods to the other islands. No business of any kind was doing. It is thought this will be the last time the Haytiens will attempt to conquer the Spaniards.—(*Ibid.*)

MISCELLANY.

The Electric Light.—This brilliant light was again exhibited on Tuesday night, by Mr. Staite, the apparatus being erected on the summit of one of the piers of Hungerford Suspension-bridge, on the Middlesex shore. The beams of light was thence directed successively to the Surrey shore, the buildings of Hungerford-market, and on the frontage of Somerset-house, and Waterloo-bridge, upon all which the radiance thrown was so intense as to render visible the smallest objects, and completely overpower all other sources of illumination. The power of the apparatus thus employed, when the rays are collected and concentrated by a reflector placed behind, is calculated as equalling the light of 750 candles. The inventor has, however, constructed an instrument for domestic purposes, which gives a light equal to from eight to forty candles, with the advantage, that the blaze can be produced and retained under an air-tight glass shade, so as to prevent the possibility of ignition.

Bell Steam Gauge.—An ingenious application of electricity has been made by Mr. Arthur Dunn, by means of which signals are given that indicate the pressure of steam in the boiler of an engine. Tubes being filled with mercury are made part of a galvanic circuit, and connected with bells as the mercury rises from increasing pressure in the boiler; the circuit is thus completed, and the bells respectively rung indicate the amount of pressure. In this way attention is called to the condition of the steam the moment it exceeds its ordinary and safe working condition.—*Athenæum.*

The Mimosa.—A new invention, by Mr. W. Pine, will be found of much use by ladies who are afflicted with deafness. It is in shape like an ordinary "wreath" for the head, fitting with an elastic and compressing band. Under the flower, which is of the convolvulus species, a tube is placed, which is inserted in the ear. Thus is afforded all the convenience of an ear trumpet, not only without its unsightliness, but with the addition of an elegant ornament to the head.

MARINE LIST.

PORT of BUENOS AYRES

August 18.—Wind N.N.E, at 4 p m., changed to S E

Arrived, Sardinian schooner Union, 51 tons, Louis Bonifoi, from Montevideo 17th inst.

Passengers—31.

Sailed, British barque Mary Miller, 290 tons, George Hall, for London, despatched by Nuttal & Co., with 4310 salted ox and cow hides, 3700 dry do. do., 66 pipes and 439 boxes tallow, 12 bales horse hair, 30,000 bones.

National schooner Luisa, 121 tons, José Muratore, for the Bucco, despatched by Carlos Galeano, with 68 boxes, 64 bales and 5 hogsheads merchandize, 1 pianoforte, 1 tercio yerba, 14 boxes preserves, 1000 cheese, 24 iron pots, 60 bundles candlewick, 8 casks hardware.

August 19.—Wind S. E.

Arrived, Sardinian polacre Bibiana, 121 tons, Manuel Risso, from Bahia 25th ult., Bucco 17th inst, to order, with 2500 alqueires salt, 498 bales paper, 65 barrels gin, 20 dozen pine boards, 2900 cocoa nuts, 3 boxes preserves, 5 casks nails.

Sailed, National brig Narcisa, 224 tons, Henry Valentis, for Antwerp, despatched by George Rick & Co., with 15,652 dry ox and cow hides, 838 salted do. do., 5000 horns, 91 boxes tallow.

August 20.—Wind S. W.

Sailed, Spanish polacre Mensagera, 137 tons, Jaime Millet, for Havana, despatched by Llavallol & Sons, with 3000 quintals jerked beef, 20 dry ox and cow hides.

August 21.—Wind S. W., at 9 a.m. changed to N., at 2-30 p m. to N. W.

Sailed, Brazilian brig Pereyra, 166 tons, Alejandro, Antonio Pereyra, for Brazil, despatched by M. A. Ramos, with 3,907 quintals jerked beef, 200 dry ox and cow hides, 3,000 horns.

Sardinian barque Esperanza, 202 tons, Carlos Gastaldi, for Brazil, despatched by Adolfo Mancilla & Co, with 2788 quintals jerked beef.

National schooner Quequen, 122 tons, Edmund Elsgood, for the Salado, to take in a cargo of produce for Brazile.

French barque Soleil, 228 tons, Rouvier, for Marseilles and Cette, despatched by B. Herand, with 7759 dry ox and cow hides, 4233 salted do. do., 6,000 horns, 66 bales wool, 49 do. sheep skins.

August 22.—Wind S. S. W.

Arrived, H.B.M sloop of war Tweed, 20 guns, Commander Rt. Hon. Lord Francis Russell, from Montevideo 18th inst.

H. B. M. schooner Repira, Lieut. Lambert, from Montevideo 18th inst.

British brig Minstrel Boy, 244 tons, H. Lewis, from Liverpool 17th June, to Wilfred Latham & Co.

British brig Elizabeth, 176 tons, Robert Weatherley, from Liverpool 7th June, to Drabble, Brothers & Co.

August 23.—Wind S. W.

Arrived, American schooner Adolph, 106 tons, Benjamin W. Loring, from Bucco 22nd inst. to Zimmermann, Frazier & Co., in ballast.

Sailed, National brigantine Paquete de Buenos Ayres, 183 tons, J. D. Luth, for Havana, despatched by Becher, Preuss & Co., with 4000 quintals jerked beef, 100 dry ox and cow hides, 50 boxes tallow, 2000 horns.

Danish brig Johann Christoph, 302 tons, B. Jorjan, for Cowes and the Continent, despatched by Otte, Rosenthal & Co., with 15,846 dry ox and cow hides, 495 do. do. salted.

National brigantine Paraná, 130 tons, Juan Podestá, for Rio Janeiro, despatched by Diego Calvo and Sons, with 1814 dry ox and cow hides, 1288 quintals jerked beef, 29,000 shin bones, 10 sheets copper, 5 boxes merchandize, 1 cask nails.

National brigantine Porteño, 127 tons, Vicente Grané, for the Bucco, despatched by Bernardo Delfino, with 1350 pine boards.

American barque Chalcedony, 214 tons, George Upton, for Salem, despatched by Daniel Gowland and Co., with 11,579 dry ox and cow hides, 12 bales sheep skins, 7880 horns.

Brazilian brig Camacuan, 199 tons, Francisco Louis de Sousa, for Rio Grande, with the same cargo she brought on her arrival here on the 15th inst.

British barque Mysore, 290 tons, John Robbs, for Valparaiso, despatched by John Best and Brothers, with 160 tons coal, 2,298 pine boards, 797 bags rice, 111 boxes raisins, 99 seroons do, 71 boxes and 51 bags dried peaches, 30 barrels white wine, 4 half pipes brandy.

British barque Novelty, 255 tons, John Harrison, for Liverpool, despatched by John Galt Smith and Co., with 5110 salted horse hides, 850 dry ox and cow do., 181 pipes grease and oil, 15½ do. tallow, 681 boxes do. 19 bales wool, 184 bags do, 7 barrels tongues, 2800 horns, 65,000 shin bones.

Sardinian schooner Union, 51 tons, Louis Bonifoi, for Montevideo, in ballast.

August 24.—Wind N. N. W.

Sailed, Spanish brig Ciro, 234 tons, Jaime Estape, for Havana, despatched by E. Ochoa Co., with 6000 quintals jerked beef, 3036 horns, 100 dry ox and cow hides, 20 boxes tallow.

Sardinian lugger of war Fama, 4 guns, Com. Cesar Cerruti, for Montevideo.

Sardinian schooner Ninfa, 121 tons, José Barboro, for the Bucco.

The following are the manifests of the undermentioned vessels arrived last week—

"El Dorado"—150 barrels rum, 270 do. rice, 338 do. flour, 100 half barrels do., 22 boxes wood chairs, 276 tierces merchandize, 4 boxes do., 119 bales canvas, 6 boxes samples.

"Francis Partridge."—25 barrels pork, 30 do. vinegar, 8 do. blacking, 689 do. flour, 10 do. beer, 106 do. hydraulic cement, 200 do. rice, 20 do. rum, 2 do. dried peaches, 5 do. oysters, 156 do. whiskey, 7 do. Epsom salts, 3 do alum, 39 boxes palm leaf hats, 20 do matches, 270 do. tea, 1 do. tea leaf hats, 1 do. cassimeres, 14 do. sperm candles, 500 do. fire crackers, 12 do. shoes, 100 do. starch, 10 do. ground ginger, 2 do. ground cinnamon, 10 do. pepper, 1 do. cloves, 6 do. mustard, 10 do. Cayenne pepper, 1 do. samples, 2 do. shawls, 10 do. drills, 6 do. prints, 30 do. wooden chairs, 3 do. cigars, 6 do. tobacco, 1 do. furniture, 2 do. merchandize, 296 bales domestics, 166 do. do. and 2 boxes striped domestics, 4 bales and 1 barrel twine, 100 kegs nails, 5 hogsheads tobacco, 2 jars mustard, 1 do. cinnamon, 1 do. cloves, 64 bags cocoa, 173 pieces canvas, 200 reams brown paper, 100 do white do. do., 50 do. straw do, 100 bags pepper, 30 dozen buckets, 50 do. brooms, 5 do. merchandize.

"Helene."—20 barrels rum, 10 do. spirits turpentine, 77 boxes merchandize, 642 mahogany boards, 1,730 pine do., 290 boxes soap, 161 poplar boards, 266 oak do., 46 do. joist, 58 boards, 1,461 joists.

"Maid of Erin"—226 tons coal.

"A Hayford."—150, 245 feet pine lumber, 213 pine boxes.

The following vessels are now under the Argentine flag, viz; Hamburg brig Besoler, now called the *Vuelta de Obligado*; Bremen brigantine Orient, now called the *Paquete de Buenos Ayres*, and Portuguese brigantine Paraná and Oriental brig Mentor, both of which preserve the same names. The Paquete de Buenos Ayres and Paraná sailed hence on the 23d inst, the former for Havana and the latter for Rio Janeiro.

The American schooner Forest and Sardinian schooners San Antonio and Constanza, having been sold, are now under the national flag employed in the coasting trade. The Forest is now called *La Foresta*, the San Antonio Asunta; the Constanza preserves the same name.

Vessels passed Point Indio.

Aug. 12, at 11 p.m., wind N.E., Brazilianeren, hence 11th.
" 13, " 4 a.m., " " Fortuna, " 9th.
" " " 8 " " " Timandra, " 11th.
" " " 8 p.m., " " Innocenza, " 11th.
" " " 11 " " N., Duque da Terceira, hence 12th.
" 15, " 11 a.m., " S., San Martin, " 14th.
" 16, " 9 30p.m. " E., Don Affonso, " 13th.
" 17, " 11 a.m., " N.E., Johannes, " 16th.
" 18, " 6 " " N., Muskingum, " 17th.
" " " 7-30" " " Golden Eagle, " 17th.
" " " 6 p.m., " S.E., Rips, " 17th.

The prices of Buenos Ayres produce are thus quoted in the Market Review of J. M. Schroder and Co., dated Liverpool, 15th June.

Hides.—A very flat market, and few transactions. We enumerate the chief as follows—1609 salted B A Ox 48¾lbs tare 4lbs at 2¾d, 47½ lbs tare 5lbs at 2⅝d; 622 Cow 42 lbs tare 4lbs at 2d; 300 dry B A Hides 32lbs at 4d; 114 Bull 45lbs at 2¾d; 364 unassorted 34lbs at 3¾d, and 4600 E I Kips dry salted at 7¾d a 10d per lb.

Tallow.—The week's operations have again been upon an extremely limited scale. In North America there is nothing to report; of P Y C only about 30 casks at 39s. and of S A equal to 150 pipes at 33s.6d. á 38s. per cwt. Considerable futher supplies are expected in the country from Australia and South America.

Vessels on the berth at Liverpool for Buenos Ayres on the 14th June.—

Barque Otter, 199, Hudson Brough, to sail in company with Minstrel Boy.
" Mary Queen of Scots, 245, Wilcox.
" Alpha, 217, Samuel Plomer.
" Brigantine Mersey, 268, M. Luke.
" Schooner Sophia, 162, Besustrow.

Cleared for sea at Liverpool on the 9th June, Earl of Devon, James, for Buenos Ayres.

Spoken—Courier, hence for London, on the 13th May in 28° N. 30 W.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 23d inst.

National	7	1,474	tons.
British	23	4,987	"
American	8	2,060	"
Danish	9	1,313	"
French	7	1,514	"
Hamburg	3	689	"
Spanish	13	2,616	"
Brazilian	3	569	"
Oriental	1	200	"
Sardinian	15	2,356	"
Belgian	2	325	"
Portuguese	1	176	"
Swedish	1	134	"
Lubeck	2	508	"
Dutch	3	624	"
Russian	1	258	"
	99	19,803	

Thermometer in the Mirador of the Commercial Rooms—

Saturday	48
Sunday	50
Monday	59
Tuesday	54
Wednesday	47
Thursday	45
Friday	49

In our last number we quoted "the highest price of doubloons during the week $303, the lowest $294." These quotations have elicited some remarks on the part of some of our subscribers who realized transactions in *Patriot* doubloons at $297, that being stated as the highest price at which they had been sold during the week. On referring to the party who furnishes us with the prices of specie we find those remarks to be well grounded; the prices given in our last number being nevertheless correct. The difference arises merely from the fact that our quotations of the highest and lowest prices of specie during the week have been hitherto given under the general head of *Doubloons*, the highest price corresponding naturally with the *maximum* at which *Spanish* doubloons have been sold each week, and the lowest with the *minimum* at which *Patriot* doubloons have been realized. In order, however, to obviate mistakes in future, we shall henceforth, as in the present number, give the highest and lowest prices of each.

Advertisements.

Pannus Coriam Blucher-Botines and Shoes.

JUST received per brig "William Bayley," from Liverpool, and for Sale at D FLEMING'S, No. 17, Calle La Defensa, a small assortment of men's Blucher botines, and Wellington shoes, manufactured from the Pannus Coriam or Leather Cloth, recently invented in England as a substitute for and imitation of the finest calf leather. They are highly recommended for general wear on account of their softness and durability and invaluable to those who suffer from corns, bunions, or tenderness in the feet.

Francisco Xavier Muñiz, M.D.

Offers to the public his professional services as Physician and Surgeon.
Calle San Martin, No. 182.

Wanted, for a merchant's office, a youth, who writes a good hand. Apply at 59, calle Mayo.

Barraca de la Atalaya.

The undersigned beg leave to inform the Commercial Public that they have rented the above named Premises, for the transaction of Barraca business in all its branches, under the firm of Edward Newton & Co.

Its situation on the bank of the Riachuelo, its vicinity to the Barraca bridge, superior press, and ample stores strongly recommend it, and the subscribers offer their best exertions for the interest of those who may employ them.

(Signed) Edward Newton.
Francis W. Reynolds.

Buenos Ayres, August 24th, 1849.

SALE BY AUCTION,

BY THOMAS GOWLAND.

At the Timber Yard, No. 184, Calle Belgrano, on TUESDAY, 28th inst., at 11 o'clock, will be Sold by Auction, in lots to suit purchasers, in order to disoccupy the premises—

50,000 feet of Pine Planks, of superior quality.

Notice to the public.

The undersigned has removed his Carpenter's Shop from Calle Sta. Rosa, near the Post Office, to the wood yard No. 50, Calle de Mexico, from the Cuartel de Restauradores half a square towards the Camp; where all orders for furniture or house carpenter's work will be duly attended to.

The undersigned has on hand a good assortment of mahogany in planks, boards and veneers, Russian and American pine of all classes, and Brazil wood of the best quality, all at the lowest prices.

Buenos Ayres, 23d August, 1849.

JOHN Mc KIERNAN.

Passengers only.

For Valparaiso,

The first-class coppered and copper-fastened American barque

Southerner,

340 tons, Capt. W. J. Clark,

Will sail for the above port in about ten days. Having splendid accommodations, the above vessel has room yet for three passengers by early application to the Consignees Messrs. Zimmermann, Frazier & Co., or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

August 24th, 1849.

Wanted, by a young Man, who can give satisfactory reference, a situation as Mayordomo or Capataz of an Establishment or Estancia in the Country. Address to No. 3, calle de Mayo.

For Rio de Janeiro.

PASSENGERS ONLY.

The fast-sailing, Packet built, American barque

El Dorado,

Will sail in a few days, and has handsome accommodations for 12 passengers. For terms, apply to.

Zimmermann, Frazier & Co,
No. 69 Calle Defensa.

For Marseilles and Cette.

Passengers only.

The remarkably fine A. 1 French barque

Nouveau Provencal,

205 tons,
J. La Plane, Commander.

Having all her cargo engaged and shipping will have quick despatch.

This vessel has first rate accommodations for passengers.

For terms of passage please apply to the Consignee Mon. Marius Laplane or to,

John Higginbothom,
Licensed Ship Broker,
Calle San Martin No. 20.

August 19, 1849.

For England.

Passengers only,

The remarkably fine fast-sailing A. 1. British brig

William Bayley,

198 tons, register,
W. L. Teasdell Commander,

Is chartered for the above destination and is expected to have quick despatch.

She has good accommodations for passengers and for terms of passage please apply to the Consignees Messrs R. & J. Carlisle & Co., or to

John Higginbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

August 10th 1849.

For Liverpool.

The well known regular trader A. 1. British brig

"Alciope,"

199 tons,
Bennet, Commander.

Has already engaged a considerable portion of her cargo, will be ready to receive in a few days and is warranted to have quick despatch.

For rates of freight please apply to the consignees Messrs Briscoe and Co., or to

John Higginbothom,
Licensed Ship Broker,
calle San Martin, No. 20.

August 10th, 1849.

Passengers only.

For London,

The very fast-sailing first class British brig

AGILE,

156 tons register, John Small, Commander.

Having her entire cargo engaged will be despatched in the course of twenty days and can accommodate a couple of passengers. Please apply to the Consignees Messrs. Bates, Stokes & Co. or to

John Higginbothom,
Licensed Ship Broker,
No. 20, Calle San Martin.

27 July, 1849.

For Havre de Grace.

The well known fast sailing French barque

Anna.

247 tons register,
Captain Lecompte.

Having already three fourths of her cargo engaged and shipping will be despatched promptly. Her accommodations for cabin passengers are superior.

For further particulars please apply to the Consignees Messrs. Ochoa and Co., or to

John Higginbothom,
Licensed Ship Broker,
20, Calle San Martin.

August 24, 1849.

To Let,

A small house situated in Calle del Paraguay No 76 Apply at No. 143, Calle Reconquista, [formerly Paz.]

Single Gentlemen or Families may be accommodated with board and lodging at Mrs. Mc Gaw's. No. 110 Calle de Mayo.

FOR SALE,

The whole, or any part, of a very extensive and choice selected Library, embracing almost every branch of literature—also a variety of illustrated works and gems of art of the highest order for the drawing room table—the whole quite new and in splendid extra gilt bindings.

Apply at No. 47 Calle de la Victoria.

Wanted,

TWO MOROCCO DRESSERS immediately, to whom liberal wages and constant employment will be given. Apply to Mr. Parker, boot maker, Calle Piedad.

For Sale.

An establishment in the district of Ranchos, consisting of about a square league of very superior land, with a good brick house. galpon, plantations, &c. A flock of fine mestiza sheep, and a troop of mares may also be included, if the purchaser so incline.

For further particulars apply at the Barraca de los Andes.

For Sale,

A small house, in Calle de Santa Fé, No. 69, with four rooms, a well, different fruit trees, and a collection of plants. the premises comprising seventeen yards front and twenty six in depth.

For further particulars apply on the premises.

Wants a Situation,

In an English family, a man and his wife, recently arrived from England, the woman to act as Cook and the man as Steward.

Good references as to character will be given. Apply Calle Mayo, No. 66.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	*Vessels and Captains Names.*	*Tons.*	*Consignees.*	*Destinations, &c*
	NATIONAL.			
May 14	Barque Catalina, J. H. N. Lubau	232	Bunge, Bornefeld & Co.	Antwerp.
June 5	Barque Manuelita, Jacob Hagy	311	Nicholson, Green & Co.	Antwerp.
" 12	Brig Vuelta de Obligado, Paulsen	233	Louis Winter	Antwerp.
" 16	Brig General Belgrano, Juan Garrido	196	Santa Maria, Llambi & Cambaceres	Havana.
" 16	Brig Concordia, Bock	218	Bunge, Bornefeld & Co.	Antwerp.
July 2	Brigantine Suerte, Juan B. Vallaro	124	Bernardo Delfino	
" 26	Brig Mentor, J. C. Nielsen	16.	Jacob Paravicini	
	BRITISH			
June 15	Brig Amherst, David Miller	169	Charles R. Horne	Liverpool.
" 27	Brigantine Admiral Nelson, John Le Bas	146	De Lisle Brothers and Co.	London.
" 30	Brig Clorinda, William Johnson	26	De Lisle Brothers and Co.	London.
July 2	Brig Itous, Abraham Clark	2..	Briscoe, Stewart & Co.	Valparaiso.
" 4	Brig Agile, John Small	15	Bates, Stokes & Co.	London
" 11	Brig Alice, Philip Tocque	29	De Lisle, Brothers & Co.	London.
" 13	Barque Vanguard, William Garwood	30	Bates, Stokes and Co	London.
" 13	Brig Gauntlet, John Pressly	20	John Best & Brothers	Liverpool.
" 13	Brig Susan, Robert Law	18	Briscoe, Steward and Co.	London.
" 17	Brig Hermione, R. Chenoweth	15	Barber and Orr	England.
" 18	Barque William Peile, William Scott	275	John Best & Brothers	Liverpool.
" 25	Brig Adam Smith, David Gourley	22	Nicholson, Green & Co.	Liverpool.
" 25	Brig William Bayley, William Teasdale	198	E. and J. Carlisle and Co.	England.
August 2	Brig Alciope, Bennett	19.	Briscoe, Steward & Co.	Liverpool.
" 4	Schooner Trout, William Barret.	58	Bates, Stokes & Co	
" 8	Barque G. F. D.	356	Thomas Duguid & Co	
" 8	Brigantine Merchant, William Kendal	184	Turner & Co.	
" 10	Brig Dromo, Thomas Houghton	176	Thomas Duguid & Co.	
" 12	Barque Ann Best Angus Cheyne	33.	John Best and Brothers	
" 15	Barque Melody, John Hooper	252	Hughes, Brothers	
" 15	Brig Maid of Erin, William Harry	185	Hughes Brothers	
" 22	Brig Minstrel Boy, H. Lewis	214	Wilfred Latham & Co.	
" 22	Brig Elizabeth, Weatherley	176	Drabble, Brothers and Co.	
	AMERICAN.			
July 20	Barque Tivoli, William Wheeler	191	Zimmermann, Frazier & Co.	New York.
" 23	Barque Southerner, W. J. Clark	32.	Zimmermann, Frazier & Co.	Valparaiso & California.
August 8	Barque Tiberius, Luther Hurd	2..	Samuel B. Hale	
" 10	Brig Palos, D. F. Hatch	276	Samuel B. Hale	
" 11	Barque El Dorado, Etchbergin	182	Zimmermann, Frazier & Co.	
" 15	Barque Frances Partridge, Joseph Broughton	261	Zimmermann, Frazier & Co	
" 15	Brig A. Hayford, John Smith	18.	To order	
" 16	Brig Colonel Howard, John A. Durkee	334	Zimmermann, Frazier & Co.	Discharging.
	DANISH			
June 23	Brigantine Glaukus, Peter Jordt	130	Egg, Krutish and Co.	
July 16	Brig Condor, F. Trellsen	15.	Charles R. Horne	
" 25	Brigantine Estevan, F. Frantzen	11.	Nelson Hartwig	
" 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	
" 30	Brigantine Fortuna, H. Junge	150	Zimmermann, Frazier & Co.	Philadelphia.
August 10	Brig Delfin, C. H. Braun	17.	Diego Calvo & Sons	
" 11	Brig Melita, Mathiesen	150	Freyer Brothers	
" 11	Brigantine Louise, N. Petersen	130	Egg, Krutish and Co.	
" 15	Brigantine Helene, J. Mahnke	130	Jecher, Preuss & Co.	
	FRENCH.			
February 1	Barque Jeune France, Pannier	318	Despuy	Havre.
July 10	Ship Rio, De Souza	22.	Dunoyer and Co	Havre.
" 16	Pol. barque Nouveau Provençal, J. Sigalars	205	Bartus Lapiane	Marseilles.
" 21	Barque Paquebot de la Plata, Cugneau	18.	Llavallol and Sons	Havre.
" 28	Barque Caraquena, Degrand	180	Zimmermann, Frazier & Co.	Cette.
August 11	Brig Euphrasie, Lagrange	158	Manuel Lopez	Marseilles.
" 11	Barque Anna, Lecomte	247	S. Ochoa & Co.	Havre.
	SPANISH.			
June 7	Brig Emprendedor, Juan Molins	244	Santa Maria, Llambi & Cambaceres	Havana.
" 25	Polacre Lince, José Sensat	183	Freyer Brothers	
" 28	Brig Ciro, Jaime Estape	23.	S. Ochoa and Co	Do.
July 2	Barque Joven Mariana, Bartolomé Segui	252	Manuel Murrieta	Do.
" 18	Schooner Pepa, Marcelino Domingo de Soto	136	Llavallol & Sons	Do.
" 24	Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	Do.
" 26	Barque Sufrida, Pablo Font	235	S. Ochoa & Co	Do.
August 8	Polacre Moronita, Sebastian Urzar	146	Zumaran and Treserra	
" 10	Brig Tomas, Pedro Roses	202	S. Ochoa and Co.	Cuba.
" 11	Brig Arrogante Emilio, Juan Tomas Sandeliz	270	Llavallol and Sons	
" 12	Brig Palomos, Cabruja	201	S. Ochoa & Co	
" 14	Brigantine Barones, Gerardo Maristany	123	Felix Buxareo	
" 15	Barque Lidia, Antonio Vila	180	Felix Buxareo	
	BRAZILIAN			
March 25	Barque America, Antonio P. da Costa	216	Manuel Acevedo Ramos	Brazil.
August 4	Brig Confianza, Thomas Ferreyra	208	Jose Coelho Meyrelles	
" 11	Brign. Viajante, Alejandro Antonio Soares	145	Juan Geronimo Martinez	
	ORIENTAL.			
August 8	Barque Entreriana, Francisco Truco	200	Adolfo Mancilla and Co.	Brazil
	SARDINIAN.			
Feby. 25	Bombarda Jesus y Maria, Gaggino	40	To order	
May 18	Polacre Unum, José Maria Costa	251	Jose Avegno	Genoa.
June 5	Barque S. Michele, Angel Cichero	28.	Llavallol & Sons	
" 16	Brigantine Robusto, Paolo Balaro	100	B. Viale	
" 24	Zumaca El Italiano, José Pozzo	87	Llavallol and Sons	
" 26	Polacre Consolacion, Estevan Bossi	126	José Avegno	Genoa.
July 10	Polacre Rostand, Francisco Merice	181	Jose Avegno	California.
" 22	Brig Cesare, Simon Fidanza	13.	Lezica & Co.	
August 2	Brig Constante, Thomas Segueza	138	Llavallol and Sons	
" 4	Brig Eridano, Manuel Galuzzo	1..	Adolfo Mancilla and Co.	
" 9	Polacre Inocente, José Vallara	143	Jose Avegno	
" 10	Brig Espresso, Agustin Ferrafo	211	Adolfo Mancilla, and Co	
" 11	Polacre Italia, Juan B. Chiapparo	123	Diego Calvo and Sons	
" 15	Brig Gentil Fanny, Juan Gallino	225	Jose Avegno	
" 19	Polacre Bibiana, Manuel Risso	121	To order	
	HAMBURG.			
May 19	Barque Mercurius, Nicolas Suhr	22.	Bunge, Bornefeld & Co.	New York.
July 15	Barque Harriet, Peters	28	J. J. Hayes and Co.	Cape de Verds.
" 28	Brig Alcyon, F. F. Sinn	155	Zimmermann, Frazier & Co	Baltimore
	SWEDISH.			
August 2	Brigantine Rapide, S. M. Zichu	134	George Dowse	
	BELGIAN.			
May 30	Brig Pauline, J. J. Hinrichsen	221	Zumaran and Treserra	Havana.
July 16	Brigantine Karel, F. P. Divoort	104	Freussen and Co.	
	PORTUGUESE.			
July 28	Barque Linda Flor, Antonio José da Silva	170	Manuel Acevedo Ramos	
	LUBECK.			
June 29	Brig Bertha, Frederick J. Wachter	26	Freyer Brothers	New York.
August 8	Brig Nautilus, G. Steffen	24.	Thomas Rousse	
	RUSSIAN.			
July 16	Barque Alexander, J. H. Haysen	258	Louis Winter	
	DUTCH			
June 15	Brigantine Maria Sophia, van Gyzel	196	Bunge, Bornefeld & Co.	Antwerp.
" 25	Galiot Eliza, H. G. Borchers	19	Edmund Mackinlay & Co.	Antwerp.
August 10	Brig Boreas, Albert Messen	23.	Bunge, Bornefeld & Co	Batavia.

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Sloop of war Tweed, 20 guns, Commander Rt. Hon. Lord Francis Russel.

Schooner Renira, Lieut. Lambert.

FRENCH.—Barque Astrolabe, 18 guns, Commander Moutravel.

For Liverpool,

The regular trader and remarkably fast sailing A.1. British barque

William Peile,

279 tons register,

William Scott, Commander,

Has half of her cargo engagd and a large portion of it on board, can engage a few tons of salted hides and light freight, and hassuperior accommodations for passengers. Please apply to the Consignees Messrs. John Best & Brothers, or to

John Higginbothom,
Licensed Ship Broker.
No. 20, Calle San Martin.

18th August, 1849.

PASSENGERS ONLY.

FOR ANTWERP.

The fine new A. 1. Hamburg brig

BESELER,

233 tons, Paulsen, master,

Is now loading and having all her cargo engaged will have quick despatch.

Two or three passengers can be accommodated in a first-rate style. Please apply to the Consignee Louis Winter, Esq., or to

John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

PASSENGERS ONLY.

For Marseilles.

The very superior A. 1. French brig

Euphrasie.

158 tons, H. Lagrange, Commander,

Has all her cargo engaged, and will have quick despatch, she has good accommodations for passengers.

Please apply to the Consignees, or to

John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

18th August, 1849.

For Antwerp.

The fast-sailing coppered and copperfastened Dutch Galliot

Elisa.

191 tons, Capt. G. H. Borchers,

Having the greater part of her cargo engaged can still receive on freight dry hides and bales.

For particulars apply to the Consignees Messrs. E. Mackinlay & Co., or to

Richard Sutton, jr.,
Licensed Ship Broker
Calle la Reconquista No 14.

8th Augst, 1849.

For Cette.

Passengers only.

The very fine fast sailing A 1 French barque

"Caraquena,"

180 tons register,

De Grand, Commander

Is under engagement to sail before the 7th of next month and having good accommodations is a most desireable conveyace for passengers

Please apply to the consignees Messrs. Zimmermann Frazier and Co., or to

John Higinbothom
Licensed Ship Broker
20 calle San Martin.

August 10, 1849.

FOR VALPARAISO & SAN FRANCISCO, (California.)

The superior A. 1. Italian polacre

Rostand,

220 tons, Capt. F. Merice.

Having the greater part of her cargo engaged, can still take on freight about 40 tons for either of the above ports.

For freight or passage apply to the Consignee José Avegno, Esq., or to

Richard Sutton, Jun., Ship Broker,
No. 14, Calle La Reconquista.

August 18, 1849.

For Liverpool.

The known, very fast sailing A. 1 British built brig

"Adam Smith,"

220 tons p. Register,

Captain David Gourley

Has room for a few pipes of Tallow,, from 2000 to 3000 wet salted hides, and some light freight. The balance of her cargo is engaged ready for shipment and she will have quick despatch,

For terms of freight, or passage, (the accommodation of this vessel being very excellent) apply to the Consignees, Messrs Nicholson Green and Co., or to

Charles R. Horne
Licensed Ship Broker,
No. 55 calle la Reconquista.

August 3, 1849.

For Havre de Grace,

The very fine fast-sailing A. 1. French ship

RIO,

224 tons register,

De Sousa, Commander,

Has three fourths of her cargo engaged and shipping and will be promptly despatched.

This opportunity is a most desireable one for cabin passengers having splendid accommodations.

Please apply to the Consignees Messrs. Dunoyer & Co. or to

John Higginbothom,
Licensed Ship Broker
No. 20 calle San Martin.

August 4th, 1849.

For London,

The very superior A. 1. British built brig

Clorinda,

Johnston, Commander,

Is now on her first voyage and is in every respect a first rate conveyance, having a considerable portion of her cargo engaged and shipping, she is warranted to have quick despatch.

For further particulars please apply to the Consignees Messrs De Lisle Brothers & Co.
or to John Higginbothom,
Licensed Ship Broker,
20, calle San Martin

July 15th, 1849.

☞ ***No. 6, Calle de la Piedad.***

Single Gentlemen can be accommodated with furnished rooms and board by applying at No. 6, Calle de la Piedad.

For London.

The fast-sailing A. 1. British brig

Susan,

183 tons, Robert Law, Master,

Has upwards of one half of her cargo engaged and going on board and being a small vessel, will be despatched quickly.

For terms of freight, or passage, having good accommodations be pleased to apply to the Consignees, Messrs. Briscoe & Co. or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

August 3d, 1849.

FOR LONDON,

The very superior British built brig

"ALICE,"

293 tons register,

Philip Tocque, Commander,

Has only disengaged room for a few boxes of tallow and will sail in the course of fifteen days.

This vessel was built in Southampton in the year 1847. and classed A.1. at Lloyd's for 13 years, and is intended to remain in this trade, her accommodations for passengers are superior, and in fact the opportunity is in every respect a most desirable one.

For terms of passage &c. please apply to the consignees Messrs. De Lisle Brothers &Co., or to

John Higginbothom,
Licensed Ship Broker.
calle San Martin No. 20

August 10, 1849

For London,

The very superior and remarkably fine A. 1. British barque

Vanguard,

300 tons register,

So classed on the first letter at Lloyd's for twelve years, and is without exception one of the finest vessels in the harbour, having a considerable portion of her cargo engaged and shipped, will have very quick despatch.

This vessel having been engaged in the East India trade has most superior accommodations for passengers.

Please apply to the consignees Messrs. Bates, Stokes & Co., or to

John Higinbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

August 10th, 1849.

For Liverpool.

The well known regular trader A. 1. British brig

Gauntlet,

206 tons per register,

John Pressly, Commander,

Has a considerable portion of her cargo engaged and will be ready to receive in a few days, she is in every respect a most desireable opportunity for both goods and passengers having comfortable accommodations.

For further particulars please apply to the Consignees Messrs John Best & Brothers, or to

John Higginbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

4th August, 1849.

For Havre de Grace.

The remarkably fine, fast-sailing A. 1 coppered and copper-fastened French barque

"Paquebot de la Plata, No. 1."

185 tons per register, Cugneau, master,

Is now loading, and will be despatched forthwith.

For freight of 2000 dry hides, or equivalent in bales, as well as for passage, her accomodations being of the very first description, please apply to the Consignees Messrs. J. Llavallol & Sons, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

August 3d, 1849.

For Antwerp.

The fine and very fast-sailing National barque

Catalina,

232 tons,

J. H. A. Lubau, Commander,

Will sail for the above destination in the course of ten or fifteen days and may have room for 1000 dry hides, this vessel has good accommodations for passengers.

Please apply to the consignees Messrs. Bornefeld & Co. or to

John Higginbothom,
Licensed Ship Broker.
No. 20 Calle San Martin.

4th August, 1849.

Passengers Only.

For London.

The very fine A. 1. Jersey schooner brig

Admiral Nelson,

146 tons, John Le Bas, Master,

Will sail for the above port in the course of fifteen days and has good accommodation for passengers.

Please apply to the Consignees Messrs De Lisle Brothers & Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 20, calle San Martin.

27th July, 1849.

For Liverpool,

The very fast-sailing A.1. British brig

"Amherst,"

169 tons register, David Millar, master.

Will have quick despatch, having more than two-thirds of her cargo engaged, and going on board.

For freight of 2000 salted hides, and a few tons of light freight, be pleased to apply to

Charles R. Horne,
Licensed Ship Broker,
No. 55, calle la Reconquista.

July 20, 1849.

The firm of Brownell, Stegmann & Co., having terminated with the retirement of C. Stegmann, the business will henceforward be conducted in this city under that of Brownell's, & Co., with whom remain the liquidation of the late partnership concerns.

Buenos Ayres, 8th Aug., 1849.

Claudius Stegmann.
pr. pro. of Charles and George Brownell.
John Ludlam.

For Philadelphia.

Passengers Only
The very fast sailing, first class, coppered and copper fastened Danish brig

Condor,

157 tons
Captain T. Trellsen,
Will sail shortly, having all her cargo engaged, and can accommodate passengers in the best manner.
For terms of passage, apply to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista

Passengers only.

For Valparaiso,

The fast sailing British brig
"ITUNA,"
221 tons register,
Will sail within the forthcoming twenty days, and offers a good opportunity to persons going round the horn having first rate accommodations, please apply to the consignees Messrs. Briscoe & Co., or to
John Higginbothom,
Licensed Ship Broker.
20 calle San Martin
July 27, 1849.

For Antwerp.

The well known A. 1. Argentine Barque
"Manuelita,"
burthen 311 tons.
Capt. Jacob Hugy.
Has only room for 1000 salted hides and from 3000 to 4000 dry hides or the equivalent in bales. Her accommodations for Passengers are very good.
Those desirous of taking freight or passage by this really eligible vessel, will please apply to the Consignees Messrs. Nicholson Green and Co. or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista
June 22, 1849.

For Sale, cheap.

A mahogany portable *WATER CLOSET*, a most convenient article for any family, and especially so for a sick room.
It may be seen at No. 71, Calle La Merced, formerly Cangallo, next door to the office of the Gaceta

WANTED,

A Cook, apply between 3 and 4 o'clock at No. 119 Calle Chacabuco.

Notice.

Messrs. De Lisle Brothers & Co. have removed their house of business to No. 69 Calle Chacabuco, corner of Calle Santa Clara.

For Sale.

An eligible tract of land for an Estancia, situate on the west bank of the Arroyo Clé in the Province of Entrerios. Apply at No. 17 Calle la Reconquista.

Notice.

Messrs. Eberhard & Co. have removed their house of business from Calle Maipú, No. 24, to No. 94, Calle Federacion.

To Let,

The splendid upstair apartments of the house No. 127 Balcarce street, comprising two Rooms with grates and the necessary offices. For particulars apply on the premises from 10 till 3 o'clock.

For Sale,

A Tilbury of the most elegant construction, at Messrs. Vicente Casares and Sons, near the Custom House.

Nautical Almanac 1850.

For Sale at the Store of
NEWNHAM & YETMAN,
Calle Mayo, No. 66.

Steward.

Wanted, one who can bring good recommendations and understands his business Calle La Merced No. 13.

Joseph W. Romane,

Chemist and Druggist, No. 30, San Martin Street, [opposite the Cathedral,]

Begs respectfully to inform his friends and the public, that he has received a fresh supply of Drugs, and has a complete assortment of every thing in the above line, which, together with strict attention and moderate charges, he hopes to give satisfaction to those who may honour him with their confidence.
Medical prescriptions dispensed with due care.
Medical chests fitted out.
Country orders executed with prompt despatch, and genuine drugs.
☞ Cloroform, pure, direct from England.
N. B.—Perfumery, scents of all descriptions for the toilet, lavender water, soaps, bears grease, macassar oil, nail and tooth brushes, marking ink, &c., as well as every other article in the line at moderate prices.

Bookbinding!

Plain and ornamental, in all its various branches, executed with neatness and despatch at J. Miller and Co.'s, Bookbinders and Stationers, calle la Merced No. 31½, near the Theatre.

English Stationery.

An assortment of the above on sale at No. 56 calle Reconquista (formerly Paz) comprising letter, copying and office papers, account book, sealing wax, wafers, steel pens, quills, rulers, envelopes, ink, bills of lading, and bills of exchange in English and Spanish, &c., &c.

Alfalfa Seed.

A very superior article, (of this province,) for Sale at No 25 calle de Julio.

Passengers only.
For England,

The remarkably fine fast-sailing A. 1. British brig
HERMIONE,
180 tons register, R. Chenowith, Commander.
Is chartered for the above destination and expected to sail about the 5th September, any persons intending to leave about this time will find this opportunity a first rate one in every respect. Please apply to the Consignees Messrs. Barber & Orr, or to
John Higginbothom,
Licensed Ship Broker,
20 Calle San Martin
27 July, 1849.

Wanted,

IN an English family, a respectable housekeeper, who would make herself useful in the whole routine of the house department, and attend to the dressing and preparing of two children every day for school.
One qualified to facilitate the children in the acquirement of their tasks would be preferred.
Apply at No. 26 Calle Piedad.
August 4, 1849.

To Captains of Vessels, &c.
All sorts of naval stores, spars, paints, and paint oil, at the lowest prices, to be had at Messrs. V. Casares & Sons, close to the Custom House.

For Sale,

The HOTEL, No. 53, Calle Mayo. For particulars apply on the premises.

☞ English Books ☜

At W. WHITE'S, No. 89½ Calle La Merced, (formerly Cangallo.)
Blair's Lectures on Rhetoric and Belles Lettres, unabridged, complete in one vol.; Milner's Church History, complete, 1 vol; complete works of the Rev. James Hervey, 1 vol.; Poetical works of Cowper, with 21 steel engravings, 1 vol.; Poetical works of Walter Scott, with life of the author; Goldsmith's works; The London Stage; Chemical Recreations; Walker's Pronouncing Dictionary and Key; McKenzie's 5000 Receipts; Spanish Grammar; Nueman and Barretti's Spanish and English Dictionary; Bracebridge Hall, by W. Irving; The Alhambra; The Vizier's Son; The Domestic Chemist; The Disputed Inheritance, by Alexander Dumas; Manual respecting the Mulberry Tree; The Economy of the Marine Steam Engine, by Lieut. Gordon.

Port Wine.

In whole, halves, and quarter pipes, for sale at reasonable prices, No. 68 Calle Santa Rosa, [formerly Universidad.]

WHOLESALE PRICES CURRENT.

REFERENCES—1 abundant, 2 scarce, 3 none, 4 falling, 5 rising, 6 flat, 7 in demand, 8 nominal, 9 last sale.

IMPORTS.

Article	Dols. rs.		Dols. rs.	Ref.
ALE and Porter—Duty, 54 per cent.				
London —per doz.	55	á	60	1
French and German—do—	45	á	50	
BEES WAX—Duty, 19 per cent.				
White, per lb		á	10	
CANARY Seed—Duty, 19 p.ct.	—	á	25	
CANDLES—Duty, 19 per cent.				
Sperm —per lb.	—	á	—	3
Stearine	—	á	—	3
CASSIA—Duty, 28 p ct. p. lb.	—	á	5	2
CARDS, Playing—Duty, 19. p cent.				
Spanish, fine—doz.	—	á	34	
» ordinary —doz.	14	á	16	
German—per gross	150	á	200	
Genoese	—	á	—	
CANDLEWICK—Duty 28 p. ct.				
American—arroba	—	á	95	9
English	—	á	100	
CHEESE—Duty 39 per cent.				
Dutch, round, of about 3 lbs. each, if sound	—	á	13	
Do. cream—per lb.	—	á	3	
English	—	á	4	
CHUÑO—Duty, 28 p. ct., arr.	—	á	30	
CLOVES—Duty, 28 p. ct., p. lb.	6	á	7	
COALS—Duty, 5 per cent.				
Coarse—per ton on board	—	á	140	9
Blacksmith —do—	—	á	130	1
COCOA—Duty, 5 per cent.				
Brazil —per quintal	—	á	100	2
Guayaquil —do—	—	á	170	
COD Fish—Duty, 28 per cent.				
Per drum of 100 lbs	150	á	170	2
COFFEE—Duty, 28 per cent.				
Havana —quintal	140	á	145	7
Brazil —do—	125	á	130	
DOMESTICS—Duty, 19 p. ct.				
American brown shirtings, 27 inches —per yard	8	á	9r's	
» Appleton do. 30 in. » »	—	á	10	
» India Head do. 30 » »	—	á	10	
» Appleton do. 33 » »	11	á	11	9
» Do. sheetings 36 » »	12	á	12	
» Brown drills 30 » »	—	á	12½	
» Tickings	—	á	22	
Scotch Hessians	—	á	15	
Osnaburgs	—	á	14½	2
FARINA—Duty, 28 p. ct., arr.	—	á	10	3
FLOUR—Prohibited—Price on board for re-exportation per barrel $5 Spanish				
FRUITS—Duty, 28 per cent.				
Almonds, hard shell, unshelled, per arrobe	—	á	30	
Do. soft do	—	á	40	
Do. shelled do	—	á	100	
Apples, dried—per lb.	—	á	1 4	
Currants	5	á	6	
Figs, Malaga, in boxes	—	á	30	
Hazel nuts	—	á	30	
Prunes	—	á	40	
Raisins, Malaga—arroba	—	á	35	
Walnuts—do.—	—	á	36	
FIRECRACKERS, India—Duty 19 per cent.				
Per gross	—	á	2 4	3
GLASS—Duty, 19 per cent.				
Window, box	—	á	73	9
German, hollow, assorted, doz.	15	á	16	
HAMS—Duty, 28 per cent.				
English, superior	—	á	3	
American	—	á	2½	
Westphalia	—	á	5 6	
HONEY—Duty, 28 per cent.				
Per gallon	9	á	10	
IRON—Duty, 5 per cent.				
Bar and Hoop, assorted, p. cwt.	[illegible]	á	55	
Swedish	—	á	62	
LEAD—Duty, 19 per cent.				
Pig, per quintal / Sheet do	120	á	130	
LUMBER—Duty, 5 per cent.				
American pine boards and plank, on board—per foot	—	á	6 rs.	4
Baltic pine 37½$ silver per 1000 feet on board.				9
Pitch pine, 40$ silver per mil on board.				9
Swedish pine 25 á 28$ do. p. do.				6
MANDIOCA—Duty, 28 p. ct. per arroba	25	á	30	
MATS—Spanish, duty 19 p. ct. per doz.	—	á	190	
MATTING—Duty, 19 p. cent.				
Spanish, per piece	—	á	160	
India, p. yard, 1, 1¼, 1½ yds. wide	—	á	7	
MOLASSES—Duty, 28 p. ct.				
Per gallon	—	á	5	
NAILS—Duty, 19 per cent.				
American, cut, per quintal	—	á	150	9
English, wrought —do—	—	á	180	
NAVAL Stores.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass, duck, and oakum 19 per cent.				
Canvass.—American, per yard	—	á	4½	2
» English, No.1 to 6 piece	—	á	175	4
» German	—	á	220	6
» Russian, best quality	250	á	260	6
» Do. 2nd do—	170	á	180	6
Cordage—coir,—per quintal	—	á	180	3
» Manilla—do—	—	á	300	3
» Russian—do—	180	á	200	7
Duck.—English	—	á	110	
» German	120	á	130	
» Russian	140	á	150	
Pitch.—American—barrel	—	á	70	7
» Swedish				3
Rosin	35	á	40	1
Tar—American	—	á	80	4
» Swedish	—	á	105	4
Oakum, quintal	—	á	200	4
OILS.—Duty, 28 per cent.				
Olive.—Spanish, in casks, p. arr.	—	á	54	
» » in jars of ½ arroba each	—	á	24	
» Genoese, in casks	—	á	60	
» » refined in bottles	—	á	[illegible]	
» French	—	á	75	
OLIVES.—Duty, 28 per cent.				
Seville, in kegs —each	—	á	45	
Malaga—keg	—	á	35	
PAINTS.—Duty, 19 per cent.				
Linseed oil, in casks, per gallon	—	á	16	4
» in tins or jars p. do.	—	á	18	4
Do. boiled do	—	á	19	4
Turpentine in tins, per gallon	—	á	13	4
Paints in oil, assorted colours, lb.	10	á	11rs.	1
PAPER—Duty, 19 per cent.				
American, straw	6	á	7	
Spanish, florete, superior—ream	—	á	45	
» ½ do	—	á	32	
Genoese, florete	33	á	34	
» ½ do	—	á	29	
Wrapping, large size, Genoese	19	á	20	
» medium	14	á	15	
» small	12	á	13	
Letter paper, blue	—	á	25	
» white	—	á	30	
PEAS—Duty, 28 per cent.				
Spanish (garbanzos)	—	á	25	
PEPPER—Duty, 28 per cent.				
Black—per arroba	—	á	45	
Chile, red—do—	—	á	75	
Spanish, red —do—	—	á	90	
Do. sweet —do—	[illegible]	á	90	
RICE—Duty, 12 per cent.				
Carolina—per arroba	—	á	21	
Brazil—do—	16	á	17	
Piedmont—do—	18	á	20	
SALT—Duty, 1 dol. per fanega; Cadiz & St Ubes on board per do.; Cape de Verd, do. do.		á	9 sil.	9
Table, fine —arroba	—	á	6	
SALTPETRE—Duty, 5 p. ct.				
SOAP—Duty, 19 per cent.				
Spanish—per arroba	—	á	55	
Marseilles—do—	—	á	45	
American, yellow—do—	—	á	23	3
English—do—	—	á	23	3
SPIRITS—Duty, 39 per cent.				1
Brandy, Spanish, 34 to 35 deg.	—	á	1400	
» French	—	á	1250	
» Aniseed 28 deg.	—	á	1300	
» from the Baltic 34 to 35	—	á	1100	
Gin, German in pipes, 20 deg.	—	á	950	
» in cases and baskets of 1 dozen jars	37	á	38	
» in demijohns of 1 gallon	—	á	11	
» in do. of 3 gallons	—	á	30	
Rum, New England, 140 gals.	—	á	950	1
» Havana, (caña) 20 deg. 128 gallons	850	á	900	
» Rio Janeiro do. do	850	á	900	
STARCH, Wheat—Duty, 28 per cent.				
Per arrobe	25	á	28	9
SUGAR—Duty, 28 per cent.				1
Loaf—per arrobe	—	á	50	
Crushed, refined—do—	—	á	49	
Havana, white—do—	—	á	36	
» brown—do—	30	á	31	
Rio Janeiro, white campos do new				3
» brown—do—	—	á	—	3
» dark brown do—	—	á	—	3
Pernambuco, white—do—	—	á	33	4
» brown—do—	—	á	27	
Santos, white—old 30, new	32	á	33	
» brown—do—	—	á	28	
Reconcavo				3
TEA—Duty, 28 per cent.				1
Gunpowder and Imperial, per lb.	8	á	9	
Hyson—do—	4	á	5	
Pouchong, superior—do—	10	á	12	3
Do. inferior—do—	3	á	4	
Orange Pekoe—do—	—	á	14	
TOBACCO—Duty, 39 per cent.				4
Bahia, leaf—per arrobe	—	á	—	3
Brazil, black superior—do—	100	á	108	
Cavendish, 1st quality—do—	—	á	100	
Do. 2d.—do—	55	á	60	6
Maryland, leaf —quintal				3
Cigars, Hamburg	100	á	250	
» Havana	306	á	400	
» Regalia	—	á	700	
TWINE—Duty, 19 per cent.				
English—per quintal	—	á	600	9
India—do—	—	á	340	1
Spanish—do—	—	á	500	6
VERMICELLI—Duty, 54 p. ct.				1
Genoese, assorted—per arrobe	45	á	50	
Spanish do—do—	45	á	50	
VINEGAR—Duty, 39 per cent.				1
French, refined double, per pipe	—	á	900	
Spanish—do—do—	—	á	900	
WINES—Duty, 39 per cent.				1
Port—per pipe	—	á	4000	
» bottles —per dozen	—	á	200	
Figueira, red	—	á	700	
Lisbon, superior	—	á	890	
» white	—	á	1300	
Marseilles	—	á	540	
Malaga, sweet and dry	—	á	1200	
Catalonia	570	á	580	
Cette	—	á	550	
Sicilian	—	á	550	
Bordeaux, 1st quality, per cask	—	á	450	
» 2nd »	—	á	400	
» Façon	—	á	300	
» superior in bottles	—	á	90	
» 2nd quality	—	á	55	
Champaign, superior, dozen	200	á	300	
Muscatel	—	á	65	
YERBA—Duty, 28 per cent.				
Parnaguá, best	—	á	33	

EXPORTS.

Article	Dols. rs.		Dols. rs.	Ref.
FEATHERS—Duty, 4 per cent.				
Ostrich, long black—lb—	9	á	10	8
» white—do—	—	á	—	3
HAIR.—Duty, 4 per cent.				
Horse, short —arroba	44	á	45	6
» mixed—do—	52	á	60	1
» long 18 to 24 inches do—	110	á	120	6
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal	32	á	33	6
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	52	á	56	2
Matadero, country, 25 to 30 lbs. av.	46	á	52	2
For Spain, per 35 lbs	44	á	45	8
» North America, per do	43	á	44	9
Of all stake —per do	40	á	49	2
Salted ox, 60 lbs. av, per 60 lbs.	40	á	41	2
Do. » 63 lbs. and above do.	46	á	47	9
» cow 45 to 48 lbs. average do.	—	á	33	9
» » 48 lbs. and above do.	33	á	34	9
Horse, salted, each	20	á	22½	9
» dry—do—	15	á	16	8
HORNS—Duty, 4 per cent.				
Ox—thousand	600	á	700	
Cow—do—	150	á	200	
JERKED Beef—Duty, 4 p. ct. qql.	—	á	38	5
SKINS—Duty, calf 1 dol. each; slunk calf ½ dol. all others 4 p.ct.				5
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	55	3
Chincilla, per dozen				3
Goat—per do—	—	á	19rs.sil.	5
Nutria—per lb—	7	á	8	9
Sheep, washed, fine and ordinary—dozen	38	á	40	7
Do. dirty—do—	33	á	35	2
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw —arroba	—	á	20	9
Do. melted, 1st class, do.	33	á	34	8
Do. pure, 2nd class, do.	28	á	30	6
Grease and tallow—do.	27	á	29	7
TONGUES, salted, dozen	—	á	10	
WOOL.—Duty free.				
Ordinary, washed—arroba	28	á	38	7
Do. dirty—do—	15	á	18	7
Mestiza, washed—do—	40	á	45	7
Do. dirty—do—	20	á	22	7
Fine, washed—do—	50	á	65	7
» dirty—do—	30	á	35	7
Cordova, washed	23	á	23½rs.sil.	7
Do. dirty				3

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

Article	Dols. rs.		Dols. rs.	Ref.
BRANDY. Mendoza and San Juan—per barrel (silver)	—	á	12	
FRUIT.				
Apples, dried —arroba	—	á	30	
Figs » Mendoza—do—	—	á	24	
Peaches » with the stones do—	—	á	25	
Do. » without—do—	30	á	35	
Pears »—do—	—	á	24	
Raisins, Mendoza—do—	—	á	27	
Walnuts—do—	—	á	35	
SOLE Leather.				
Corrientes, each, [silver]	2 4	á	2 6	
Paraguay—(do do)	3	á	3 2	
Tucuman, ox, each—do—	—	á	3 4	
Do. cow »—do—	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay	—	á		8
YERBA, Paraguay, superior	—	á		8

MONEY MARKET.

EXCHANGE, England, in currency, á 2 17-32d. p. dol.
Do. do. in specie 62 á 62s. 6d. p. oz.
Do. France, do. do. 79¼ á 80fs. per oz.
" Montevideo, 1½ á 2 per cent. prem.
" Rio Janeiro, 2½ á 2¾ do.
" United States par á 1 do.
The highest rate of Exchange upon England during the week, 62s. 6d per ounce.
The lowest, 62s. per do.
STOCK—Six per cent....... at par.
" Four per cent...... in proportion.
BULLION—Spanish doubloons.... 296½ á 297½
" Patriot doubloons .... 294 á 294½
" Do. Dollars...... á 18½
" Spanish do. & Patacones — á 19
" Plata Macuquina..... 16 á 16½
The highest price of Spanish doubloons during the week 300
The lowest 296½
The highest price of Patriot doubloons during the week 294½
The lowest 293½.
Permits for shipping specie, prem. per cent. 2 á 2½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	£1 per 2240 lbs.	42s.6d. p. 2240 lbs.	In box 42s. 6d. per 2240 lbs.; In pipes 45s.	Wool 25 á 30s; Hair 20 á 35s.	nominal.
France.......	80 fs. per 900 k.	40 f. per 1000 k.	45 fs. p. 1000 k.	60 fs. p. 42 feet.	nominal.
Continent....	£4. per 2240 lbs.	£4 5s.	..........none..........	£4. 10s.	
Cadiz........	$30 per 2000 lbs. and 10 per cent.		..........none..........		
United States	$10 per 2000 lbs.	$6 per 2000 lb.	........none........	$1½ per 40 feet.	
Rio Janeiro..	......none......	......none......	........none........	......none......	2 rls. p. 100 nominal
Havana	......none......	......none......	........none........	......none......	6 to 7rs. per 100 lbs

George Thomas, Responsible Editor